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## EUROPEAN PATENT APPLICATION

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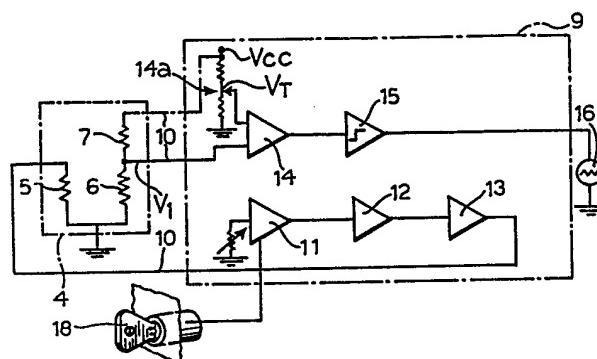
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㉙ Level measuring device for liquids, particularly for controlling lubricant level in internal combustion engines.

㉚ A detector probe (4) is at least partially immersed in the liquid of which it is desired to detect the level, and carries an associated electrical heating element (5), a pair of thermoelectric sensors (6, 7), one of which (6) detects the temperature level reached by the heating element (5) when the latter is energised. The two sensors (6, 7) are connected in an electrical measuring circuit (11 to 16) which, in dependence on the difference between the temperature levels detected by the two sensors (6, 7), permits the identification and signalling (16) of the occurrence of a situation in which the dissipation by the liquid of the heat generated by the heating element (5) is reduced as a result of the lowering of the level of the liquid.



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Level measuring Device for Liquids, particularly for  
controlling lubricant level in internal combustion  
engines

The present invention refers to level-gauging devices for liquids and relates in particular to a device capable of indicating the lowering in the level of a liquid below a predetermined 5 threshold level.

The device according to the invention is characterised in that it comprises:

- a detector probe carrying an associated electrical heating element which can be selectively energised; said probe being capable , in use, of being introduced into the aforesaid liquid in an arrangement in which the heat generated by the heating element upon energisation thereof, becomes dissipated within the liquid to an extent 10
- 15 differentiated according to whether the level of this liquid is, respectively, either above or below the aforesaid threshold level;
- a first thermoelectric sensor and a second thermoelectric sensor for detecting the temperature 20 of the liquid mounted upon the said probe in an arrangement whereby the said first sensor is capable of detecting the temperature reached by the heating element upon energisation thereof, and
- an electrical control and processing circuit 25 comprising a supply unit for the energisation of the said electrical heating element,a comparator unit supplied with the signals produced by the said first and the said second thermoelectric sensors and capable of generating a signal

indicative of the difference between the temperature detected by said first sensor and the temperature detected by said second sensor, of comparing the said difference signal with a predetermined 5 reference signal and of producing an alarm signal when said difference signal reaches the level of the said reference signal and a timing unit for controlling the sequential 10 operation of the supply unit and of the 10 comparator unit.

The device according to the invention is based on the principle, already known and used in the prior art of gauging liquid levels, of indicating the temperature reached by an electrical 15 heating element at least partially immersed in the liquid of which it is intended to gauge the level. The heat generated by the heating element is in fact dissipated within the liquid to a relative extent which is dependent upon 20 how much or how little the heating element is immersed in the liquid. Since the temperature reached by the heating element is uniquely determined, other parameters remaining unchanged, by the quantity of heat that is dissipated within 25 the liquid, the indication of the temperature reached by the heating element makes it possible to derive therefrom an indication of the true level of the liquid. In particular the partial or total emergence of the heating element from 30 the liquid, owing to a lowering in the level thereof, produces a drastic reduction in the

dissipatory phenomena. The rise in temperature which can occur within the heating element upon energisation thereof is, under such conditions, more marked. The indication of 5 such a greater increase in temperature therefore serves to produce an indication of the lowering in the liquid level.

The device according to the invention permits the gauging of the level of a liquid according 10 to the principle described in a way which is particularly advantageous in terms of efficiency and ease of use.

Significant efficiency of use, particularly in the application to the indication of lubricant 15 levels in internal combustion engines, derives from the use of two thermoelectric sensor elements sensitive to the temperature of the liquid of which it is wished to gauge the level, one of which is arranged in close proximity to 20 the heating element, thus being placed in a position to indicate the temperature reached by the heating element upon the energisation thereof. In the electrical control and processing circuit, the signals produced by two thermo- 25 electric sensors are compared with each other, thus furnishing a differential reading of the temperature increase in the heater. In this way the indication of the lowering in the liquid level is not in any way affected by the 30 temperature of this liquid. The gauging device

is thus prevented from accidentally producing "false alarms" when the liquid remains at a sufficient level, or else from omitting to signal any lowering that may have occurred in 5 the liquid level below the threshold level. According to an embodiment considered to be preferential for the application to lubricant level gauging in internal combustion engines, the device comprises a housing for the 10 electrical control and processing circuit, mountable on an external wall of the engine; with this housing there is associated a rod which supports, at the end thereof opposite the housing, the detector probe. In the position 15 of use of the device, the rod extends into the lubricant sump of the engine, maintaining the probe in a position of immersion in the lubricant.

The device according to the invention may thus 20 be realised, particularly conveniently, in a configuration which substantially reproduces the configuration of the "dip sticks" currently used for gauging oil levels in internal combustion engines.

25 Further characteristics and advantages of the invention will appear from the description which follows, given purely by way of non-limiting example and with reference to the appended drawings, wherein:

30 - Figure 1 is a partially cut-away lateral

view of a device according to the invention  
in its disposition of use;

- Figure 2 is a section on a larger scale  
along the line II-II in Figure 1;

5 - Figure 3 illustrates in block-schematic  
form the circuit arrangement of the gauging  
device according to the invention, and

- Figure 4 is a diagram which  
illustrates schematically the operating sequence  
10 of the device according to the invention.

In Figure 1 there is generally indicated with  
the reference numeral 1, a lubricant-level  
gauging device as applied to an internal  
combustion engine (not shown).

15 A portion of the side wall of the engine  
housing, schematically indicated B, is provided  
with an aperture C.

Reference L indicates schematically the lubricant  
liquid (oil) which is collected in a sump  
20 provided within the engine housing.

By way of reference, the aperture C may consist  
of the aperture normally provided in the housing  
of internal combustion engines for the insertion  
of the aforementioned "dip stick" for gauging  
25 the lubricant oil level.

The device 1 comprises essentially a shaped body 2 (casing) provided with a cylindrical part 2a which may be introduced into the aperture C.

- 5 From the body 2 there extends a tubular rod 3 which supports, at its end opposite the body 2, a detector probe 4.

In use of the device, the probe 4 is substantially immersed in the lubricant L.

- 10 The device 1 may therefore be fitted to an internal combustion engine so as to replace the dip stick normally provided for indicating the oil level.

- 15 Naturally other assembly arrangements are possible, particularly when the device 1 forms a part of the standard equipment of the engine.

The structure of the probe 4 is illustrated in greater detail in Figure 1.

- 20 The probe 4 consists of a hollow cylindrical casing in which is fitted, adjacent the upper end of this casing, an annular electrical heating element 5. The electrical heating element 5 may be made in various forms, for example, in the form of a heat-resistant body incorporating a metal heating filament, or else in the form of a heating resistor.

The assembly arrangement of the electrical heating element 5 is such that, when the lubricant level L in the engine is satisfactory (for example when the free surface of the 5 lubricant reaches a level  $L_1$  corresponding to the maximum level indicated by a mark M provided in the external surface of the probe 4) the heating element is completely immersed beneath the level of the lubricant. When, 10 on the other hand, the lubricant level L is insufficient (for example, when the free surface of the lubricant reaches the level  $L_2$  corresponding to the minimum level indicated by a mark m on the external surface of the 15 probe 4) the whole of the heating element 5 is above the level of the lubricant.

In the application illustrated, a reference threshold level, schematically indicated by a dotted line  $L_T$ , has been selected at an 20 intermediate position between the maximum level  $L_1$  and the minimum level  $L_2$ , adjacent the latter. Within the detector probe 4 there is fitted a first thermoelectric sensor 6, typically consisting of a NTC or PTC resistor.

25 The sensor 6 is at the same height as that of the heating element 5 and is effectively surrounded thereby. The resistance of the sensor 6 therefore varies as a function of the temperature of the heating element 5.

A further thermoelectric sensor 7, substantially similar to the sensor 6, is positioned in the bottom part of the detector probe 4.

The casing 4 of the probe may be made of  
5 heat-resistant metal or plastics material and  
is provided with holes 4a which permit the  
lubricant to penetrate this casing  
and so flow over the heating element 5, and  
the thermoelectric sensors 6 and 7.

10 Between the sensor 7 and the sensor 6 the  
detector probe 4 has fitted therein a  
thermally insulating body 8, designed to  
impede the propagation of heat from the heating  
element 5 towards the sensor 7.

15 Figure 3 illustrates schematically the connection  
of the heating element 5 and of the sensors  
6 and 7 in an electrical control and processing  
circuit 9 mounted within the body 2 in  
Figure 1.

20 The elements of the probe 4 and the circuit 9  
are connected by means of a group of electrical  
conductors, generally indicated 10, which  
extend within the axial cavity of the rod 3.

The control and processing circuit 9 includes  
25 a timing unit, indicated 11, which, through a  
buffer stage 12, controls the operation of a  
power unit 13 which supplies the heating element 5.

The sensors 6 and 7 are interconnected in series so as to form a voltage divider interposed between a power supply source  $V_{CC}$  and the earth of the circuit. The voltage 5  $V_1$  present at the tapping point of the divider (the connection point between the sensors 6 and 7) is applied to one of the inputs of a comparator device 14 which compares the voltage  $V_1$  with a reference voltage  $V_T$  derived 10 from the voltage  $V_{CC}$  across a voltage divider 14a, normally adjustable so as to permit the calibration of the device. The comparator 14 generates an output logic signal  $V_2$ , which assumes two distinct levels according to 15 the result of the comparison between  $V_1$  and  $V_T$ . An output unit 15 controls the transmission of the output signal of the comparator 14 to an indicator light 16 normally positioned on the instrument panel 20 of the vehicle fitted with the engine with which the gauging device 1 is associated.

Figure 1 shows a releasable connector 17 by means of which a connection can be established 25 between the device 1 (normally removable from the engine) and the indicator light 16.

Finally the reference numeral 18 indicates schematically the ignition switch of the motor vehicle which activates the timing unit every time the engine is started.

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In particular, when the engine is started, the timing unit 11 controls for a time interval  $t_1$  (Figure 4) the operation of the units 12 and 13 which provide the power supply for the heating element 5, thus simultaneously maintaining the output unit 15 in a state of deactivation (output  $V_2$  at zero).

At the instant  $t_1$ , the timing unit 11 de-energises the heating element 5, 10 producing the simultaneous activation of the output unit 15.

Figure 4 illustrates graphically two possible ways in which the output voltage  $V_1$  of the comparator 14 can change with time.

15 In particular, as identified  $V'_1$ , there is illustrated a typical output voltage detectable when the lubricant level is above the threshold level  $L_T$ . The chain-dotted line identified  $V''_1$  illustrates, on the other hand, 20 a typical graph of changes in the voltage  $V_1$  detectable when the lubricant level has dropped below the threshold level  $L_T$ .

In order to understand the operation of the device it is sufficient to observe that, in 25 stationary conditions, prior to starting up (either when starting an engine from cold, or when hot) the two thermoelectric sensors 6 and 7 (NTC or PTC) are substantially at the same

temperature, that is to say at the temperature of the lubricant L.

When the heating element 5 is energised, the temperature of this element increases, thus 5 causing a corresponding variation in the electrical resistance of the thermoelectric sensor 6.

This variation of resistance produces a corresponding variation of the signal  $V_1$  which, 10 prior to the energisation of the heating element 5, is at a fixed reference level  $V_{10}$ .

The variation of the signal level  $V_1$  may be arranged to be either in the form of a positive variation, or in the form of a 15 negative variation, according to whether the sensors 6, 7 are of the NTC type or the PTC type and in accordance with the connections thereof to the comparator 14.

The actual increase in temperature of the 20 heating element 5 and, consequently, the amplitude of the variation in the signal  $V_1$ , assumes widely different values according to whether the lubricant level stands either above or below the heating element 5.

25 In the first case, which generally corresponds to the condition in which the lubricant level is above the threshold level  $L_T$ , the temperature

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increase in the heating element 5 is less detectable, since a substantial part of the heat which is generated in the heating element 5 is dissipated within the lubricant L.

- 5 In the case in which the level drops below the threshold level  $L_T$ , the lubricant L is no longer able to absorb part of the heat generated by the heating element 5. The temperature increase produced in the heating  
10 element 5 is, under such conditions, much more readily detectable.

The various temperature levels reached by the heating element 5 can easily be detected by observing the changes in the signal  $V_1$ .

- 15 At the instant  $t_1$ , the timing unit 11 deactivates the heating element 5, simultaneously enabling the output unit 15 until the instant  $t_2$ .

Through this output unit 15 the signal  $V_2$  indicative of the result of the comparison between  $V_1$   
20 and  $V_T$  (the signal generated by the comparator 14) is applied to the indicator light 16.

- With reference to the example illustrated, while the signal  $V_1$  ( $V'_1$ ) remains above the threshold level  $V_T$ , the output  $V_2$  of the comparator  
25 circuit 14 remains at a zero level, and the indicator light 16 is not lit. These conditions,

in fact, correspond to a lubricant level that is sufficient, being higher than the threshold level  $L_T$ .

When the signal  $V_1$  ( $V''_1$ ) drops below the  
5 threshold level  $V_T$ , the output  $V_2$  of the  
comparator 14 changes to a "high" logic  
level thus activating the indicator light 16.

The driver of the motor vehicle is thus  
warned of the fact that the lubricant level  
10 is insufficient.

The indication of the lubricant level furnished  
by the device according to the invention is  
based upon a differential measure of the  
temperature reached by the heating element 5  
15 and is not, therefore, in any way affected  
by the temperature of the lubricant.

It will moreover be observed that the timing  
unit 11 controls the energisation of the  
heating element 5 and the activation of  
20 the output unit 15 in two distinct timing  
intervals. This solution prevents the  
operation of detecting and comparing the  
signals produced by the sensors 6, 7 from being  
affected the the process of heating the  
25 element 5.

CLAIMS

1. A device for gauging the level of a liquid capable of detecting the lowering of this level below a predetermined threshold level, characterised in that it comprises:
  - 5 - a detector probe (4) carrying an associated electrical heating element (5) which can be selectively energised; said probe (4) being capable in use, of being introduced into the aforesaid liquid (L) in an arrangement in which
  - 10 the heat generated by the heating element (5) upon energisation thereof, becomes dissipated within the liquid (L) to an extent differentiated according to whether the level of this liquid (L) is, respectively, either above or below the
  - 15 aforesaid threshold level ( $L_T$ );
    - a first thermoelectric sensor (6) and a second thermoelectric sensor (7) for detecting the temperature of the liquid (L) mounted upon the said probe (4) in an arrangement whereby
  - 20 the said first sensor (6) is capable of detecting the temperature reached by the heating element (5) upon energisation thereof, and
    - an electrical control and processing circuit (9), comprising a supply unit (12, 13) for the
  - 25 energisation of the said electrical heating element (5), a comparator unit (14, 15) supplied with the signals produced by the said first (6) and the said second (7) thermoelectric sensors and capable of generating a signal ( $V_1$ ) indicative of the
  - 30 difference between the temperature detected by said first sensor (6) and the temperature detected by said second sensor (7), of comparing the said

difference signal ( $V_1$ ) with a predetermined reference signal ( $V_T$ ) and of producing an alarm signal ( $V_2$ ) when said difference signal ( $V_1$ ) reaches the level of the said 5 reference signal ( $V_T$ ) and a timing unit (11) for controlling the sequential operation of said supply unit (12, 13) and of said comparator unit (14, 15).

2. A device according to Claim 1, characterised  
10 in that said timing unit (11) activates  
the power supply unit (12, 13) and the  
comparator unit (14, 15) in separate timing  
intervals.

3. A device according to Claim 1 or Claim 2,  
15 characterised in that said thermoelectric  
sensors (6, 7) comprise resistors of the NTC  
or PTC type.

4. A device according to Claim 3, characterised  
in that said sensors (6, 7) jointly form a  
20 voltage divider.

5. A device according to any one of  
Claims 1 to 4, characterised in that between  
said electrical heating element (5) and said  
second thermoelectric sensor (7) there is  
25 interposed a thermally insulating body (8).

6. A device according to any one of the  
preceding claims, particularly for gauging the

lubricant level in internal combustion engines, characterised in that it comprises a casing (2) for said electrical control and processing circuit (9), which can be 5 fitted to the outside of the said engine, a rod (3) extending from said casing (2) and supporting at the end thereof opposite the casing (2) the detector probe (4); the arrangement being such that, during use 10 of the device, the said rod (3) extends into the lubricant sump of said engine, maintaining the detector probe (4) in a position of immersion in the lubricant (L).

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FIG. 1

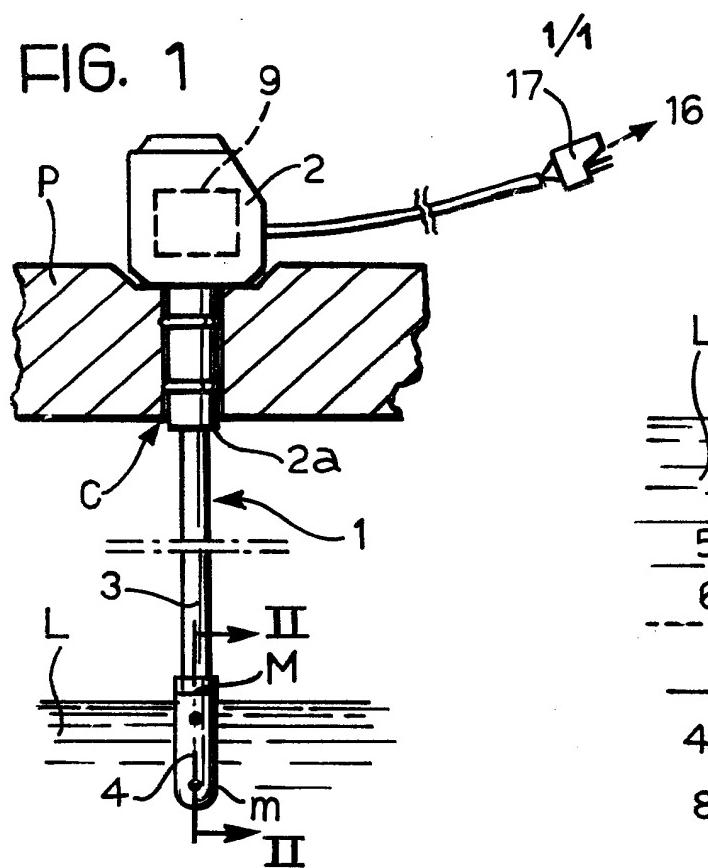


FIG. 2

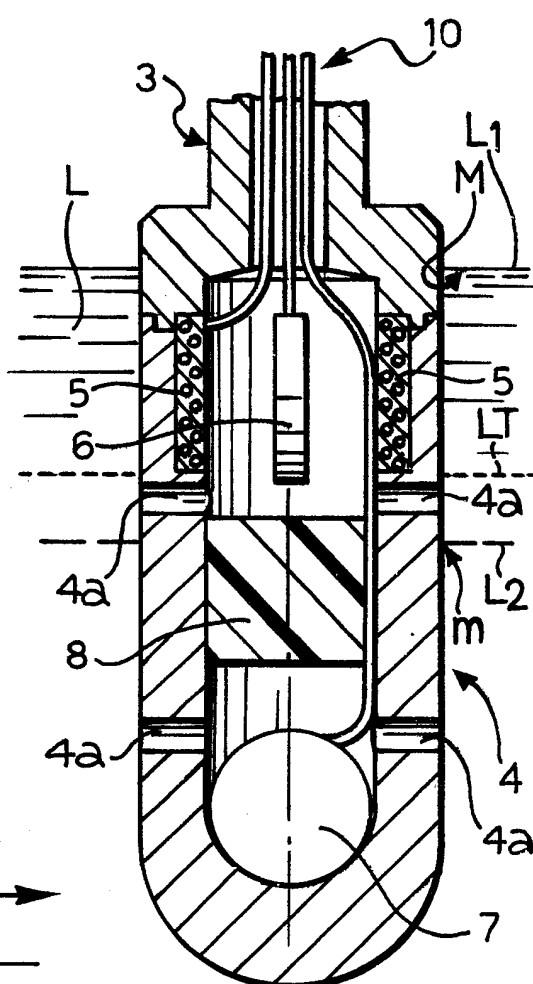


FIG. 4

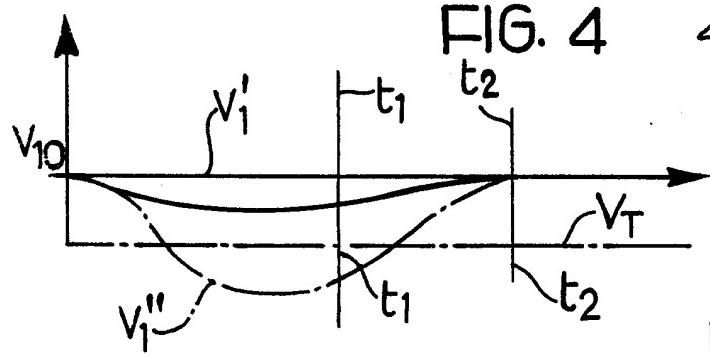
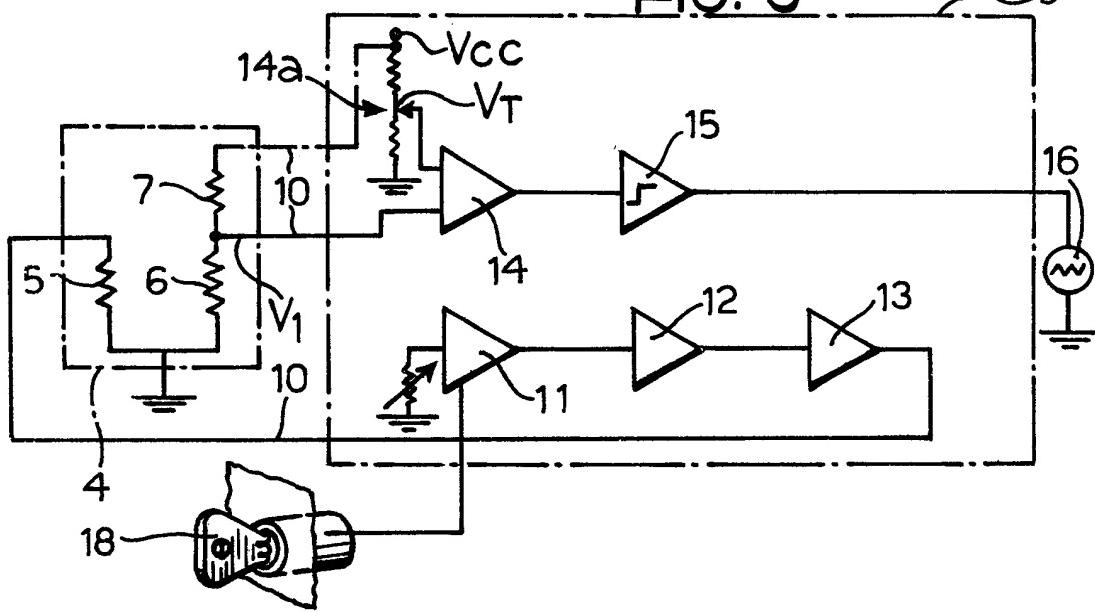


FIG. 3



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**DERWENT-WEEK:** 198519

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**TITLE:** IC engine lubricant level controller uses two non-linear thermistors, and heating element in probe to determine differential resistance values and thus level

**INVENTOR:** ARIOLFO A

**PATENT-ASSIGNEE:** FOREDIT SPA[FOREN]

**PRIORITY-DATA:** 1983IT-053823 (October 14, 1983)

**PATENT-FAMILY:**

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**DESIGNATED-STATES:** BE DE FR GB LU NL

**APPLICATION-DATA:**

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EP 140844A	N/A	1984EP-830270	October 11, 1984

**INT-CL-CURRENT:**

<b>TYPE</b>	<b>IPC DATE</b>
CIPS	G01F23/24 20060101

**ABSTRACTED-PUB-NO:** EP 140844 A**BASIC-ABSTRACT:**

At the top of the internal cavity of probe (4), is fitted an annular heating element (5), and thermoelectric sensor (6) in the form of a PTC or NTC thermistor, whose resistance varies as a non-linear function of temperature. In the bottom part of the internal cavity is disposed a second similar thermoelectric sensor (7). Fluid access is provided through holes (4a). A thermally insulating body (8) impedes propagation of heat from the heating element to the second sensor. The probe is mounted such that the liquid level (L1) submerges the heater cutting off radiant heat flow to the first sensor. A min. liquid level (L2), the heater and sensor (6) are fully exposed with intermediate degrees of heat transfer at levels such as reference threshold level (LT). External electronic circuitry controls the heater and compares sensor differential resistance values to determine lubricant level.

**TITLE-TERMS:** IC ENGINE LUBRICATE LEVEL CONTROL TWO NON LINEAR THERMISTOR HEAT ELEMENT PROBE DETERMINE DIFFERENTIAL RESISTANCE VALUE

**DERWENT-CLASS:** S02 X22

**EPI-CODES:** S02-C06C; S02-J01A; X22-E01;